

REMARKS

Claims 1-8 are pending in the above-referenced application and are submitted for the Examiner's reconsideration.

With respect to the objection to claim 2, this objection has been obviated by the amendment made thereto.

Regarding the rejection based on U.S. 5,811,671, to implement the method of this patent, comprehensive add-ons must be implemented on the engine. For instance, the test device includes a rod assembly which is disposed in a moveable manner on a stationary frame. Mounted on the rod assembly are a variety of magnetic field sensors whose number corresponds to the number of fuel injectors. With the aid of this rod assembly, all magnetic field sensors are simultaneously brought into the immediate vicinity of an individually assigned fuel injector. The magnetic stray fields are measured with the aid of these sensors. During testing the triggering and evaluation are carried out by a testing control unit 9.

The claimed invention requires no additional built-on accessories, and the claims have been amended to reflect this aspect. The control device used for the control carries out the method for testing the injectors. To this end, the conventional control device applies current and voltage to the injectors and analyzes the resulting voltage and/or current. This analysis is carried out by output stage diagnostic unit 138, which is usually provided to monitor the method of functioning of the output stage or the injectors during normal driving. The method is prompted only by a diagnosis tester, and the end result read out from the diagnosis tester. The testing and the triggering of the injectors required for this purpose is implemented by the control which controls the injectors during operation as well.

This means that the application of currents and/or voltages to the injectors, the evaluation of the resulting voltages and/or currents is carried out by the engine control unit. Additional devices and components such as a magnetic field sensor or a rod assembly are not necessary. Because of this procedure, the test may be implemented rapidly. Since the diagnosis tester carries out additional tests within the frame at the end of the engine installation, it may also not be considered an additional component. That means that the testing requires no elements; the already present elements (control device with end stage diagnosis and the diagnosis tester) carry out the testing.

As for the Section 103 rejections, none of the references relied on in these rejections overcomes the deficiencies noted above.

It is therefore respectfully requested that the objections and rejections be withdrawn, and that the present application issue as early as possible.

Respectfully submitted,

KENYON & KENYON

B-10 (U.S. No. 41,172)

Dated: 12/19/05

By *G A*

Gerard A. Messina
(Reg. No. 35,952)

One Broadway
New York, New York 10004
(212) 425-7200